

A Message from Governor Quinn



Pat Quinn, Governor

Dear Reader:

Maintaining safe travel on our roadways is a top priority for Illinois. Saving lives continues to be a primary goal.

Before the primary safety belt law was signed in 2003, giving law enforcement the power to pull drivers over for not wearing safety belts, the safety belt usage rate was 76.2 percent. Illinois recorded 1,454 fatalities during that year and over 131,000 injuries.

Five years later, safety belt usage skyrocketed to an all-time high of 91.7 percent. In 2008 Illinois recorded 1,043 fatalities, the lowest number of persons killed in crashes since 1923, and approximately 94,000 injuries. We believe these reductions are evident that Illinois' traffic safety efforts are working.

Thank you for helping make travel safer in Illinois. Please, remember to buckle up and drive responsibly.

Sincerely,

A handwritten signature in cursive script that reads "Pat Quinn". The ink is dark and the signature is written in a fluid, personal style.

Pat Quinn
Governor

Dear Reader:

The Illinois Department of Transportation (IDOT) has a steadfast commitment to providing a safe travel environment for Illinois residents and other motorists traveling the state's highways and local roads. Obeying speed limits, using safety belts and child safety seats and driving responsibly are major steps toward decreasing the occurrence and severity of motor vehicle crashes.

The "2008 Illinois Crash Facts & Statistics" includes data that illustrate Illinois' safety accomplishments and provides information about key events in the history of traffic-safety related legislation. Summaries of safety belt usage, motorcycle helmet usage, and general information about programs and services offered by the Division of Traffic Safety are also included.

The year 2008 was the safest for travel in Illinois since 1923. Fatalities dropped to 1,043, the lowest number in 85 years. Safety belt usage by Illinois motorists increased from 76.2 percent in 2003, when the primary safety belt law was passed, to a record high of 91.7 percent in 2009. Some 200 fewer people were killed during each of the years 2006 and 2007 than in 2003, and over 400 fewer people were killed during 2008.

IDOT will continue to work toward reducing the occurrence of crash-related deaths and injuries on Illinois roadways. With your help, we can make travel safer for everyone.

Sincerely,



Gary Hannig
Secretary

A Message from Secretary Hannig



Gary Hannig, Secretary

Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Gary Hannig
Secretary of Transportation



Michael R. Stout
Director of Traffic Safety

Compiled by: Illinois Department of Transportation
Division of Traffic Safety
Crash Information Staff
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2008 Quick Facts

GENERAL

- 1,043 persons died in crashes in Illinois during 2008.
- An additional 94,021 persons were injured in crashes.
- Travel decreased by 1.6 percent compared to the previous year.
- The mileage death rate decreased by 14.7 percent from 2007 to 2008.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2008 was \$6.2 billion.
- Each fatality was estimated to cost \$1,200,000.
- An incapacitating injury ("A" injury) was estimated to cost \$67,500.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$21,800.
- A possible injury ("C" injury) was estimated to cost \$12,400.
- A property damage crash was estimated to cost \$7,800.

FATAL

- 1,043 persons were killed in 950 fatal crashes in 2008.
- There was an average of 1.1 deaths per fatal crash.
- 25.2 percent of the fatal crashes occurred at intersections.
- 74.3 percent of the fatal crashes occurred on dry roadways.
- 48.2 percent of the fatal crashes occurred during daylight hours.
- 55.7 percent of the fatal crashes occurred on urban roadways.
- 29.8 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

- 44.0 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 49.3 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

PEDESTRIAN

- 135 pedestrians were killed in 2008.
- An additional 5,423 pedestrians were injured in crashes.
- Almost 9 percent of the pedestrians killed were under 15 years of age.
- Almost 15 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 39.3 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2008. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities. The 2008 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries. In previous years, it was calculated using the cost of all non-disabling injuries and the overall number of injuries.

PEDALCYCLE

- Riders under the age of 16 accounted for 22.2 percent of the pedalcyclist deaths and 26.1 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 4,901 motorcycle crashes in the year 2008.
- The number of motorcyclists killed decreased by 14.0 percent from the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2008, although 123 were injured.
- No school bus drivers were killed in school buses; 99 were injured.

TRACTOR-TRAILER

- 115 persons were killed in tractor-trailer crashes.
- 5 of the persons killed were occupants of the tractor-trailer, while 99 were occupants of another type of vehicle.

TRAIN

- 38.5 percent of the fatal train crashes occurred at crossings with gates.
- 53.8 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, stop sign/flashers, or warning signs.

WORK ZONE

- There were 31 fatal crashes in work zones in 2008, in which 31 people were killed.
- Two of the persons killed were roadway construction workers.

DEER

- There were 24,209 crashes involving deer in 2008.
- Two deer crashes involved a fatality.

The information contained in this publication, as well as historical crash data and trends, may be found at our website:
www.dot.il.gov/trafficsafety/crashreports.html

2008 Crash Data

IMPORTANT

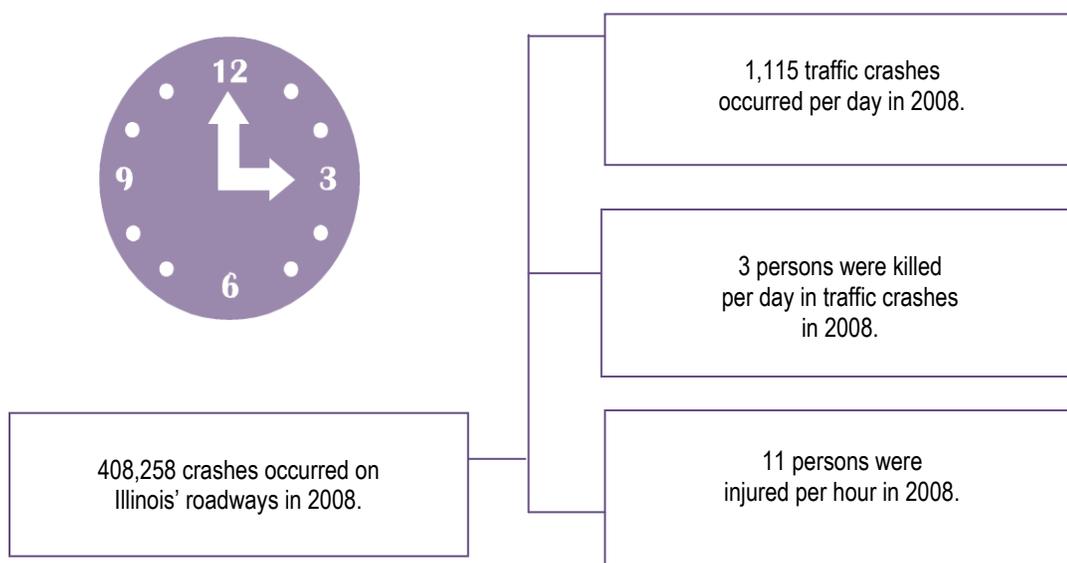
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Registered Motor Vehicles	10,152,671
Licensed Drivers	8,728,530
Vehicle Miles Traveled	105,636,173,601
Crashes	408,258
Injuries	94,021
Deaths	1,043
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	0.99

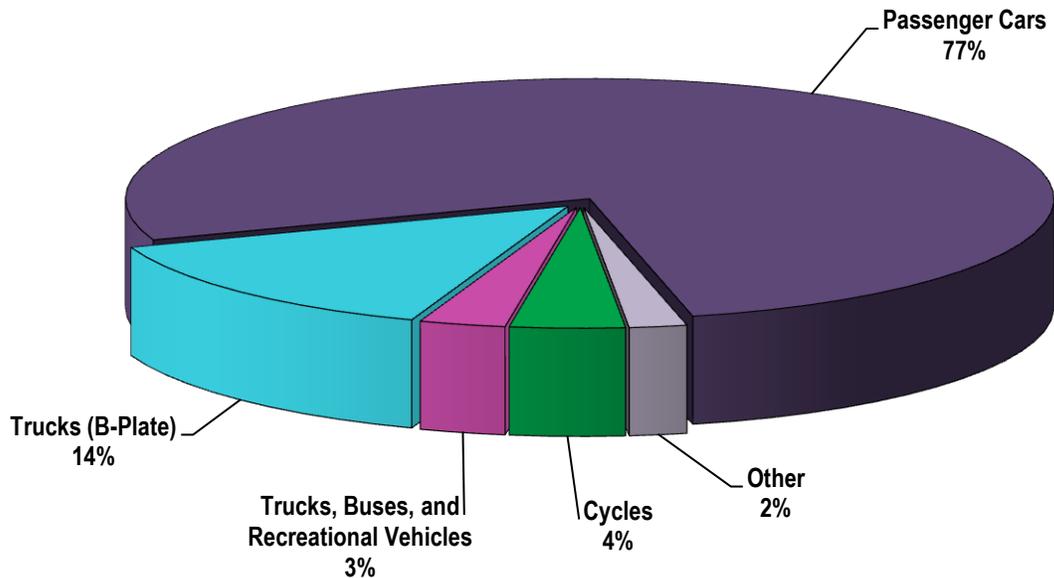
Illinois' Highway Safety Clock



2008 Crash Data

Refer to note on page 9 for definition of data included.

Registered Motor Vehicles by Type



Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	850	91,685	556,047	557	65,586
Pickup truck	200	10,110	61,989	119	6,001
Van	108	10,170	56,885	46	7,119
Other single unit truck	31	1,544	12,221	6	534
Truck-tractor with semi-trailer	113	2,232	15,550	5	581
Farm tractor/farm equipment	4	69	422	1	16
School bus	6	349	2,445	0	288
Other bus	6	626	3,932	0	562
Motorcycle (under 150 cc)	2	518	786	2	534
Motorcycle (over 150 cc)	131	2,728	4,220	133	2,929
Other or unknown	23	2,975	37,114	9	1,074

2008 Crash Data

Refer to note on page 9 for definition of data included.

Drivers Involved in Crashes By Age and Crash Severity

AGE	CRASH SEVERITY				TOTAL LICENSED DRIVERS		
	Fatal	Rate	Injury	Rate			Total
15 or Younger	4	0.07	242	4.02	1,116	18.52	60,254
16	12	0.10	2,371	18.83	12,418	98.62	125,920
17	22	0.15	3,174	22.15	17,023	118.81	143,276
18	34	0.22	3,679	24.23	19,125	125.97	151,820
19	34	0.22	3,340	21.58	17,505	113.13	154,739
20-24	198	0.26	14,961	19.49	81,622	106.31	767,807
25-29	173	0.21	13,233	16.21	74,409	91.16	816,273
30-34	124	0.17	11,005	14.72	61,655	82.46	747,728
35-39	124	0.16	11,133	14.21	61,562	78.56	783,609
40-44	118	0.15	10,203	12.79	58,601	73.49	797,446
45-49	141	0.16	10,262	11.89	58,229	67.49	862,799
50-54	116	0.14	8,979	10.85	50,068	60.50	827,528
55-59	88	0.12	7,113	10.00	39,661	55.76	711,299
60-64	53	0.09	4,974	8.75	27,861	49.01	568,461
65-69	35	0.08	3,325	7.90	17,680	41.99	421,020
70-74	36	0.12	2,267	7.30	11,748	37.84	310,482
75 or Older	93	0.19	3,856	8.07	19,269	40.31	478,069
Unknown	30	--	5,753	--	66,344	--	--
TOTAL	1,435	0.16	119,870	13.73	695,896	79.73	8,728,530

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	82,451	497,288	48,697
Fatal Crashes	144	1,093	164
Injury Crashes	15,637	88,790	9,448
Licensed Drivers	734,095	6,724,610	1,209,571
Fatal Crash Ratio ¹	1.75	2.20	3.37
Fatal Crash Rate ²	0.20	0.16	0.14
Total Crash Rate ³	112.32	73.95	40.26

¹ Drivers involved in fatal crashes per 1,000 total crashes.

² Drivers involved in fatal crashes per 1,000 licensed drivers.

³ Drivers involved in all crashes per 1,000 licensed drivers.

Holiday Traffic Crashes

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	7	509	2,655	8	726	2.5
Fourth of July	3.25	13	539	2,695	15	805	4.6
Labor Day	3.25	12	548	2,560	15	803	4.6
Thanksgiving	4.25	8	641	3,836	9	961	2.1
Christmas	4.25	7	586	4,872	8	841	1.9
New Year's	4.25	10	406	1,931	10	575	2.4

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight on the last day of the holiday period.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	706	46,976	215,137	262,819
Wet	140	11,434	53,975	65,549
Ice or Snow	82	7,583	52,384	60,049
Sand, Mud or Dirt	2	91	318	411
Other	8	264	849	1,121
Unknown	12	1,391	16,906	18,309
TOTAL	950	67,739	339,569	408,258

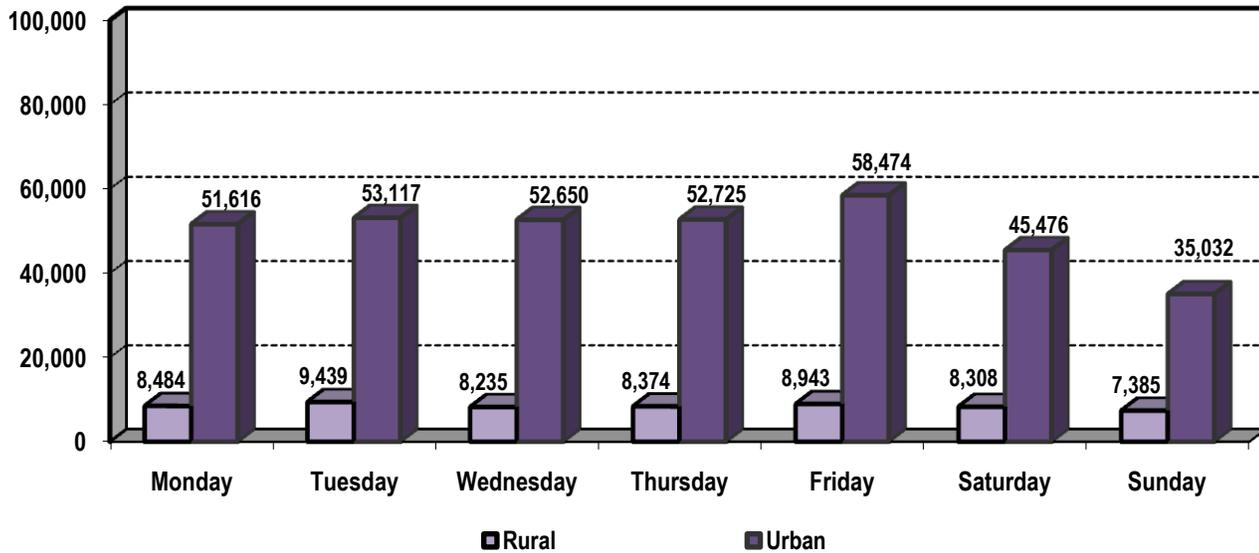
Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	458	46,078	217,467	264,003
Dawn	12	970	5,530	6,512
Dusk	18	1,517	7,890	9,425
Darkness	291	7,919	45,608	53,818
Darkness – Road Lighted	169	10,927	55,168	66,264
Unknown	2	328	7,906	8,236
TOTAL	950	67,739	339,569	408,258

2008 Crash Data

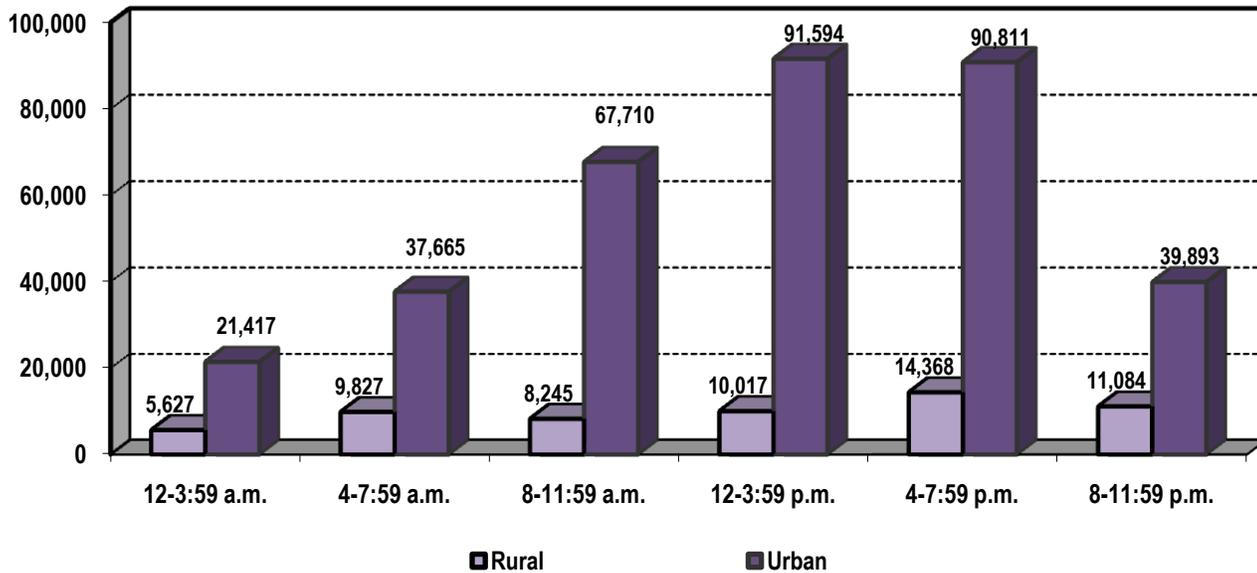
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 58,474 crashes in urban locations and 8,943 crashes in rural locations. The second largest number of crashes occurred on Tuesday.

Crashes by Time of Day



69.3 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 88.5 percent of these 282,745 crashes occurred on urban roadways.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
URBAN						
State Highways	162	17,699	94,084	170	25,077	35
<i>Percent</i>	17.1	26.1	23.0	16.3	26.7	25.9
Interstate Type Roads	83	5,031	33,653	92	7,141	11
<i>Percent</i>	8.7	7.4	8.2	8.8	7.6	8.1
City Streets and Roads	190	24,098	162,779	203	32,156	43
<i>Percent</i>	20.0	35.6	39.9	19.5	34.2	31.9
Unmarked State Routes	94	10,043	58,574	104	14,135	32
<i>Percent</i>	9.9	14.8	14.3	10.0	15.0	23.7
Urban Total	529	56,871	349,090	569	78,509	121
<i>Percent</i>	55.7	84.0	85.5	54.6	83.5	89.6
RURAL						
State Highways	161	3,396	19,022	185	5,129	6
<i>Percent</i>	16.9	5.0	4.7	17.7	5.5	4.4
Interstate Type Roads	31	840	5,869	34	1,356	1
<i>Percent</i>	3.3	1.2	1.4	3.3	1.4	0.7
County and Local Roads	214	6,210	32,072	237	8,435	6
<i>Percent</i>	22.5	9.2	7.9	22.7	9.0	4.4
Unmarked State Routes	15	422	2,205	18	592	1
<i>Percent</i>	1.6	0.6	0.5	1.7	0.6	0.7
Rural Total	421	10,868	59,168	474	15,512	14
<i>Percent</i>	44.3	16.0	14.5	45.4	16.5	10.4
TOTAL	950	67,739	408,258	1,043	94,021	135
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2008, there were 1,043 fatalities, including 135 that were pedestrians. 89.6 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 54.6 percent of all fatalities and 83.5 percent of all injuries resulted from crashes on urban roadways.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
No Controls	573	31,821	189,335	221,729
Stop Sign/Red Flasher	84	8,929	32,653	41,666
Traffic Control Signal	86	18,732	74,205	93,023
Yield Sign/Yellow Flasher	4	308	1,218	1,530
Police Officer/Flagman	1	146	385	532
RR Crossing Gates	5	105	652	762
Other RR Crossing Device	9	70	247	326
School Speed Zone	1	32	102	135
No Passing Zone	22	308	1,090	1,420
Other Regulatory Sign	5	281	1,190	1,476
Other Warning Sign	8	283	1,134	1,425
Lane Use Control Marking	146	5,735	29,694	35,575
Delineators	0	2	10	12
Other/Unknown	6	987	7,654	8,647
TOTAL	950	67,739	339,569	408,258

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 60.3 percent of fatal crashes, 47.0 percent of injury crashes, 55.8 percent of property damage crashes, and 54.3 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (22.8 percent of total crashes).

2008 Crash Data

Refer to note on page 9 for definition of data included.

Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	104	2,777	5,816	109	3,629
Pedestrian	129	5,121	5,671	129	5,365
Train	13	35	114	14	46
Pedalcyclist	27	3,297	3,810	27	3,385
Animal	2	744	25,271	2	859
Fixed Object	283	9,449	48,914	319	11,711
Other Object	6	355	4,032	6	433
Other Noncollision	7	755	3,929	7	858
Parked	17	1,761	48,507	18	2,184
Rear-End	56	18,276	115,713	61	25,817
Head-On	105	1,318	3,501	129	2,600
Sideswipe - Same Direction	11	2,461	35,366	12	3,514
Sideswipe - Opposite Direction	20	933	5,492	25	1,498
Angle	93	9,081	41,723	106	14,472
Turning	77	11,376	60,399	79	17,650
TOTAL	950	67,739	408,258	1,043	94,021

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 30.6 percent of all fatalities in 2008. Rear-end collisions comprise the highest number of injury crashes, resulting in 27.5 percent of all injuries in 2008. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.3 percent of total crashes.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	840	791	1,631	6.6	840	791	1,631	1.9
5-9	0	0	0	0.0	882	978	1,860	7.5	882	978	1,860	2.2
10-14	29	8	37	0.1	850	1,181	2,031	8.2	879	1,189	2,068	2.4
15-19	3,082	3,452	6,534	10.8	1,763	2,572	4,335	17.5	4,845	6,024	10,869	12.8
20-24	3,927	4,174	8,101	13.4	1,193	1,637	2,830	11.4	5,120	5,811	10,931	12.8
25-34	6,352	6,364	12,716	21.1	1,427	1,976	3,403	13.7	7,779	8,340	16,119	18.9
35-44	5,564	5,518	11,082	18.4	913	1,537	2,450	9.9	6,477	7,055	13,532	15.9
45-54	5,235	5,027	10,262	17.0	728	1,501	2,229	9.0	5,963	6,528	12,491	14.7
55-64	3,307	3,116	6,423	10.6	370	1,166	1,536	6.2	3,677	4,282	7,959	9.3
65-74	1,538	1,388	2,926	4.8	184	657	841	3.4	1,722	2,045	3,767	4.4
75 or Older	1,081	1,099	2,180	3.6	243	630	873	3.5	1,324	1,729	3,053	3.6
Unknown	70	47	117	0.2	307	441	748	3.0	377	488	865	1.0
TOTAL	30,185	30,193	60,378	100.0	9,700	15,067	24,767	100.0	39,885	45,260	85,145	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	92	47	139	2.6	10	2	12	0.4	102	49	151	1.7
5-9	237	115	352	6.5	143	70	213	6.4	380	185	565	6.5
10-14	292	222	514	9.5	418	112	530	15.9	710	334	1,044	11.9
15-19	305	286	591	10.9	348	109	457	13.7	653	395	1,048	12.0
20-24	269	233	502	9.3	285	147	432	13.0	554	380	934	10.7
25-34	431	395	826	15.2	364	159	523	15.7	795	554	1,349	15.4
35-44	388	310	698	12.9	264	84	348	10.4	652	394	1,046	12.0
45-54	403	323	726	13.4	326	86	412	12.4	729	409	1,138	13.0
55-64	239	195	434	8.0	141	31	172	5.2	380	226	606	6.9
65-74	98	116	214	3.9	41	11	52	1.6	139	127	266	3.0
75 or Older	109	87	196	3.6	31	6	37	1.1	140	93	233	2.7
Unknown	142	85	227	4.2	118	25	143	4.3	260	110	370	4.2
TOTAL	3,005	2,414	5,419	100.0	2,489	842	3,331	100.0	5,494	3,256	8,750	100.0

Note: The totals above do not include 28 drivers, 58 passengers, 4 pedestrians, and 11 pedalcyclists whose age and/or gender were unknown. An additional 22 occupants of non-motor vehicles and 3 equestrians were also injured.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 64.2 percent of all injuries in 2008.

Passengers represent 26.3 percent of the total number of injuries in 2008.

Pedestrians account for 5.8 percent of all injuries.

Pedalcyclists account for 3.5 percent of all injuries.

2008 Crash Data

Refer to note on page 9 for definition of data included.

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
Total Crashes	5,877		3,853	
Fatal Crashes	137		28	
Injury Crashes	5,293		3,331	
Property Damage Crashes	447		494	
Number of Crashes by Light Condition				
Light Condition				
Daylight	3,664		2,952	
Dawn	83		48	
Dusk	184		122	
Darkness	568		191	
Darkness – Road Lighted	1,309		501	
Unknown	69		39	
TOTAL	5,877		3,853	
Number of Crashes by Type of Roadway				
Urban				
State Routes	838		630	
Interstate Type Roads	75		15	
City Streets and Roads	3,433		2,330	
Unmarked State Routes	1,356		732	
Urban Total	5,702		3,707	
Rural				
State Routes	38		24	
Interstate Type Roads	5		2	
County and Local Roads	121		109	
Unmarked State Routes	11		11	
Rural Total	175		146	
Number of Persons Killed and Injured by Age				
Age	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
4 or Younger	2	139	1	12
5-9	7	352	1	213
10-14	3	514	3	530
15-19	10	591	2	457
20-24	10	502	3	432
25-34	19	827	2	523
35-44	30	698	2	348
45-54	24	726	8	412
55-64	10	434	5	172
65 or Older	20	410	0	89
Unknown	0	230	0	154
TOTAL	135	5,423	27	3,342

2008 Crash Data

Refer to note on page 9 for definition of data included.

Motorcycle Crashes

Motorcycle crashes account for 1.2 percent of all crashes in the year 2008. The number of motorcyclists killed decreased by 14.0 percent, from 157 in 2007 to 135 in 2008. These motorcycle fatalities account for 12.9 percent of all fatalities in 2008.

The figures below include motorcycles, motorscooters, motorbikes, and mopeds.

Total Crashes	4,901
Fatal Crashes	130
Injury Crashes	3,166
Motorcyclists Killed	135
Motorcyclists Injured	3,463
Non-Motorcyclists Killed	5
Non-Motorcyclists Injured	229

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	9
15-19	2	145
20-24	12	435
25-34	28	683
35-44	30	689
45 or Older	51	1,105
Unknown	0	10
TOTAL	123	3,076

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,605
Passing/Overtaking	109
Making Left Turn	219
Making Right Turn	183
Slow/Stopped in Traffic	341
Skidding/Control Loss	647
Changing Lanes	63
Other	665
Parked	174
TOTAL	5,006

2008 Crash Data

Refer to note on page 9 for definition of data included.

School Bus Crashes

In 2008, there were 2,418 school bus crashes. These crashes account for 0.6 percent of the total crashes for the year.

Injury crashes involving school buses increased by 3.0 percent, from 331 in 2007 to 341 in 2008. The number of fatalities also increased by 50.0 percent.

Total Crashes	2,418
Fatal Crashes	6
Injury Crashes	341
Property Damage Crashes	2,071
Urban Crashes	2,158
Rural Crashes	260

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	430
Interstate Type Roads	48
City Streets and Roads	1,332
Unmarked State Routes	348
Urban Total	2,158
RURAL	
State Routes	49
Interstate Type Roads	1
County and Local Roads	206
Unmarked State Routes	4
Rural Total	260

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	99
School Bus Passengers (School-Age)*	0	123
Other School Bus Passengers	0	71
Other Vehicle Occupants	3	290
Pedestrians (School-Age)*	1	1
Other Pedestrians	2	11
Pedalcyclists	0	6
TOTAL	6	601

* School-Age = Children 5-19 years of age.
School Bus = Type 1 or Type 2.

Tractor-Trailer Crashes

There were 14,632 crashes involving tractor-trailers in Illinois in the year 2008. These tractor-trailer crashes account for 3.6 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 10.5 percent of all fatal crashes. Fatal crashes decreased by 9.9 percent, with the number of fatalities decreasing by 7.3 percent, from 124 in 2007 to 115 in 2008.

Total Crashes	14,632
Fatal Crashes	100
Injury Crashes	2,084
Property Damage Crashes	12,448
Vehicle Miles Traveled (Millions)	7,447

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	3,110
Interstate Type Roads	4,516
City Streets and Roads	2,980
Unmarked State Routes	1,495
Urban Total	12,101
RURAL	
State Routes	841
Interstate Type Roads	1,088
County and Local Roads	531
Unmarked State Routes	71
Rural Total	2,531

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	5	581
Other Vehicle Occupants	99	2,298
Pedestrians	8	30
Pedalcyclists	1	11
Occupant of Non-Motor Vehicles	2	20
TOTAL	115	2,940

2008 Crash Data

Refer to note on page 9 for definition of data included.

Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

Work zone crashes account for 1.9 percent of all crashes in 2008.

Total Crashes	7,813
Fatal Crashes	31
Injury Crashes	1,386
Persons Killed	31
Persons Injured	1,985

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,217
Interstate Type Roads	3,927
City Streets and Roads	1,511
Unmarked State Routes	705
Urban Total	7,360

RURAL	
State Routes	157
Interstate Type Roads	56
County and Local Roads	205
Unmarked State Routes	35
Rural Total	453

PERSONS INJURED BY TYPE OF ROADWAY

URBAN	
State Routes	383
Interstate Type Roads	872
City Streets and Roads	409
Unmarked State Routes	181
Urban Total	1,845

RURAL	
State Routes	59
Interstate Type Roads	9
County and Local Roads	58
Unmarked State Routes	14
Rural Total	140

2008 Crash Data

Refer to note on page 9 for definition of data included.

Deer Crashes

In 2008, there were 24,209 crashes involving deer. Deer crashes account for 5.9 percent of the total crashes.

18.7 percent of deer crashes occurred during daylight hours; 64.9 percent occurred in darkness. Approximately 75.8 percent of deer crashes were on rural roadways, with 44.0 percent of these crashes on state routes.

Total Crashes	24,209
Fatal Crashes	2
Injury Crashes	661
Persons Killed	2
Persons Injured	759

CRASHES BY LIGHT CONDITION

Daylight	4,523
Dawn	1,597
Dusk	990
Darkness	15,722
Darkness – Road Lighted	1,062
Unknown	315
TOTAL	24,209

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,738
Interstate Type Roads	1,063
City Streets and Roads	1,507
Unmarked State Routes	545
Urban Total	5,853
RURAL	
State Routes	8,072
Interstate Type Roads	1,822
County and Local Roads	7,838
Unmarked State Routes	624
Rural Total	18,356

2008 Crash Data

Refer to note on page 9 for definition of data included.

County Motor Vehicle Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	1,858	5	470
Alexander	207	3	57
Bond	524	6	133
Boone	1,262	7	399
Brown	282	1	33
Bureau	1,246	7	253
Calhoun	143	0	19
Carroll	482	2	104
Cass	353	2	63
Champaign	4,500	23	1,241
Christian	797	8	229
Clark	536	4	119
Clay	380	4	86
Clinton	707	5	210
Coles	1,396	7	383
Cook	197,144	272	40,184
Crawford	684	5	97
Cumberland	453	10	102
DeKalb	2,487	20	628
DeWitt	438	3	94
Douglas	367	2	89
DuPage	28,248	25	6,517
Edgar	471	4	99
Edwards	197	1	18
Effingham	1,338	8	315
Fayette	704	2	152
Ford	305	4	72
Franklin	1,074	11	324
Fulton	1,233	4	269
Gallatin	177	1	55
Greene	353	3	83
Grundy	1,426	14	371
Hamilton	225	1	46
Hancock	592	11	106
Hardin	104	0	37
Henderson	307	4	73
Henry	1,195	5	291
Iroquois	848	5	249
Jackson	1,879	11	545
Jasper	281	2	68
Jefferson	1,366	6	376
Jersey	716	0	170
JoDaviess	768	2	166
Johnson	339	1	51
Kane	13,484	38	3,496
Kankakee	3,058	16	873
Kendall	2,298	12	610
Knox	1,219	3	334
Lake	19,363	29	4,716
LaSalle	3,430	26	968
Lawrence	441	2	91

2008 Crash Data

Refer to note on page 9 for definition of data included.

County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	1,208	1	235
Livingston	910	6	272
Logan	832	9	196
McDonough	929	2	174
McHenry	7,163	18	1,937
McLean	4,400	13	1,096
Macon	3,188	10	917
Macoupin	1,119	5	271
Madison	7,428	36	1,911
Marion	1,189	5	287
Marshall	372	3	90
Mason	380	1	63
Massac	435	6	119
Menard	268	2	66
Mercer	328	4	90
Monroe	737	3	185
Montgomery	841	6	216
Morgan	940	8	230
Moultrie	325	4	89
Ogle	1,418	13	312
Peoria	6,203	14	1,911
Perry	606	3	158
Piatt	290	1	88
Pike	924	0	106
Pope	64	0	25
Pulaski	205	0	60
Putnam	252	2	39
Randolph	907	5	233
Richland	473	5	125
Rock Island	4,376	6	1,140
St. Clair	7,074	31	2,208
Saline	753	0	173
Sangamon	6,336	17	1,772
Schuyler	357	1	50
Scott	180	2	34
Shelby	596	5	130
Stark	162	3	55
Stephenson	1,473	9	329
Tazewell	3,456	11	942
Union	518	1	142
Vermilion	1,970	13	598
Wabash	304	1	61
Warren	578	5	141
Washington	446	4	100
Wayne	597	2	138
White	543	3	87
Whiteside	1,627	9	454
Will	17,092	44	4,219
Williamson	1,962	19	571
Winnebago	9,146	20	2,460
Woodford	693	5	182
TOTALS	408,258	1,043	94,021

2008 Fatal Crash Data

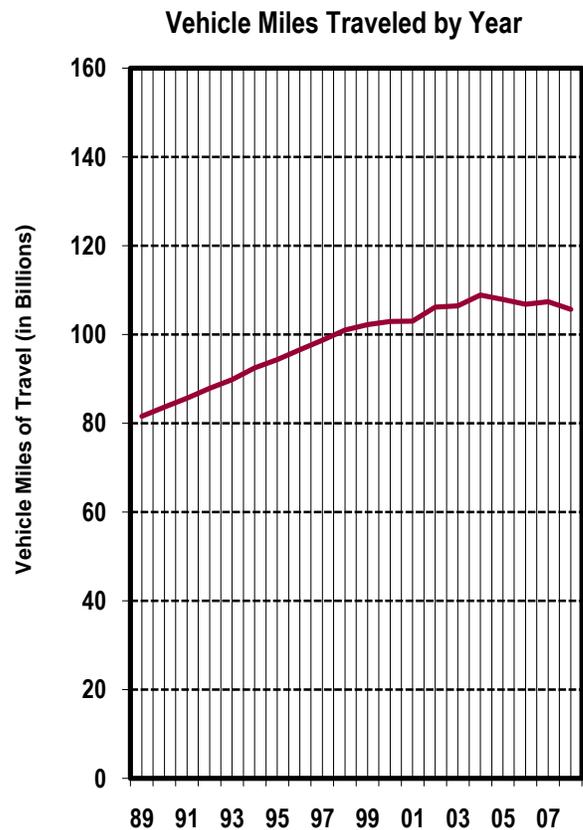
IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois and which involved at least one fatality.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Illinois Fatalities and Vehicle Miles Traveled* 1989-2008



YEAR	FATALITIES	TRAVEL
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97

YEAR	FATALITIES	TRAVEL
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.01
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81
2007	1,248	107.40
2008	1,043	105.64

* Travel is stated in billions of miles.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Crashes and Fatalities by Month

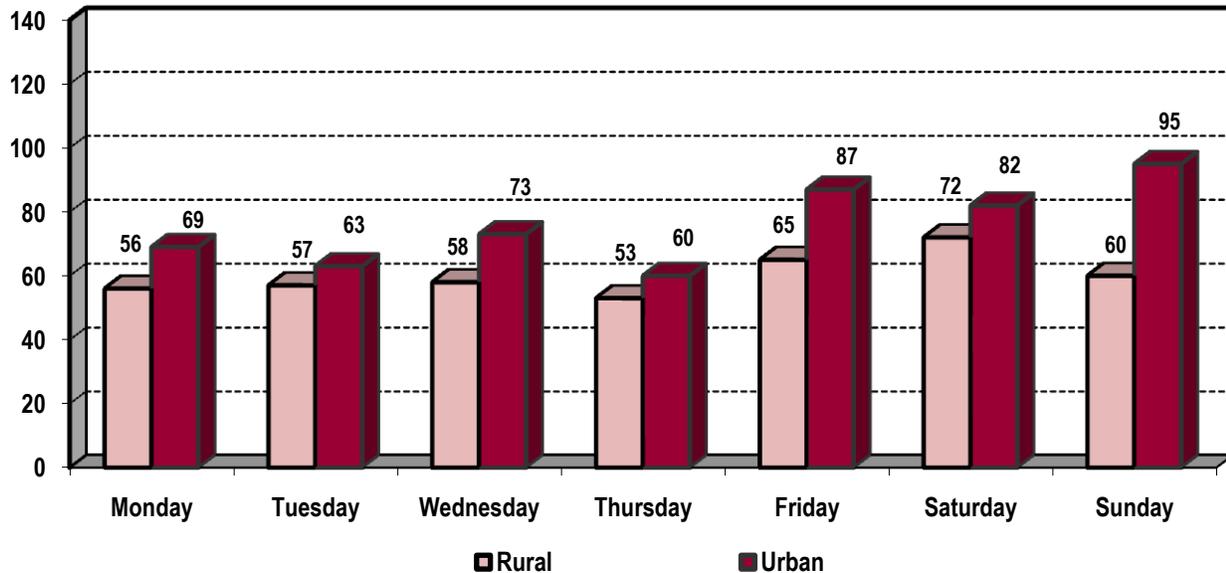
MONTH	FATAL CRASHES	FATALITIES
January	76	83
February	61	70
March	67	73
April	79	87
May	84	89
June	86	90
July	92	100
August	77	82
September	71	79
October	85	92
November	82	92
December	90	106
TOTAL	950	1,043

The greatest number of fatal crashes occurred in the month of July, with 92 crashes involving 100 fatalities. These July fatal crashes account for 9.7 percent of all fatal crashes in 2008 and 9.6 percent of all fatalities.

2008 Fatal Crash Data

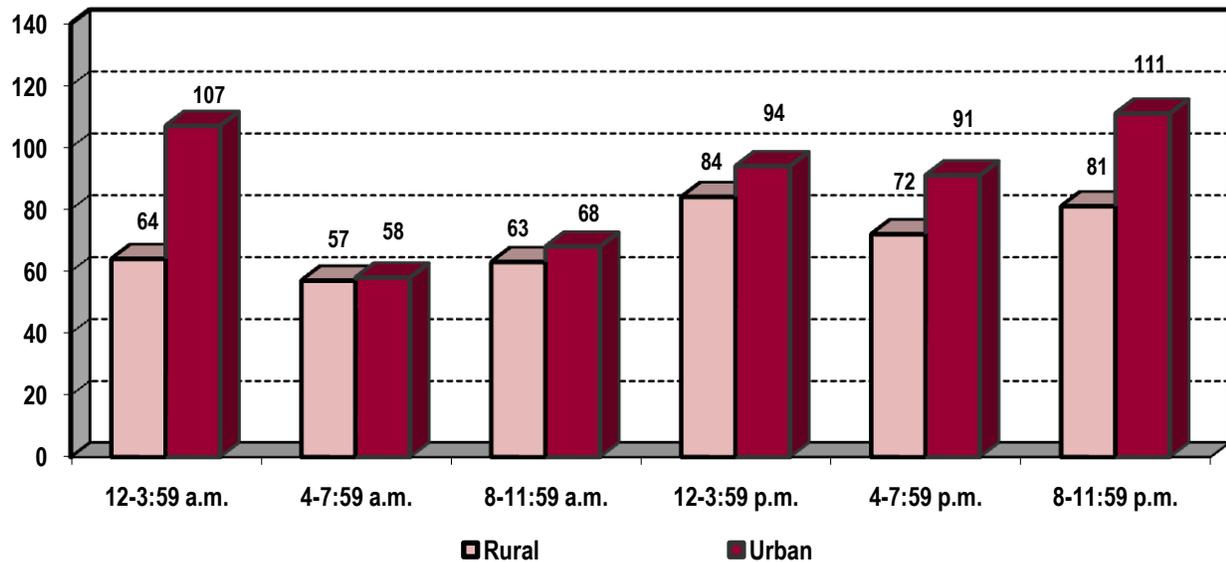
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Sunday with 95 crashes in urban locations and 60 crashes in rural locations. The second largest number of fatal crashes occurred on Saturday with 82 crashes occurring in urban locations and 72 crashes occurring in rural locations.

Fatal Crashes by Time of Day



58.7 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 526 crashes occurred on urban roadways (309 crashes).

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	5	4	9	4.0	5	4	9	1.0
5-9	0	0	0	0.0	4	2	6	2.7	4	2	6	0.7
10-14	1	1	2	0.3	6	4	10	4.5	7	5	12	1.4
15-19	39	22	61	9.3	17	9	26	11.7	56	31	87	9.9
20-24	73	25	98	15.0	21	17	38	17.0	94	42	136	15.5
25-34	99	19	118	18.0	30	18	48	21.5	129	37	166	18.9
35-44	81	22	103	15.7	10	5	15	6.7	91	27	118	13.4
45-54	86	26	112	17.1	11	8	19	8.5	97	34	131	14.9
55-64	50	15	65	9.9	3	7	10	4.5	53	22	75	8.5
65-74	28	10	38	5.8	4	12	16	7.2	32	22	54	6.2
75 or Older	39	19	58	8.9	11	15	26	11.7	50	34	84	9.6
TOTAL	496	159	655	100.0	122	101	223	100.0	618	260	878	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	0	2	1.5	1	0	1	3.7	3	0	3	1.9
5-9	6	1	7	5.2	1	0	1	3.7	7	1	8	4.9
10-14	2	1	3	2.2	3	0	3	11.1	5	1	6	3.7
15-19	7	3	10	7.4	2	0	2	7.4	9	3	12	7.4
20-24	6	4	10	7.4	2	1	3	11.1	8	5	13	8.0
25-34	17	2	19	14.1	2	0	2	7.4	19	2	21	13.0
35-44	19	11	30	22.2	2	0	2	7.4	21	11	32	19.8
45-54	20	4	24	17.8	8	0	8	29.6	28	4	32	19.8
55-64	8	2	10	7.4	5	0	5	18.5	13	2	15	9.3
65-74	6	3	9	6.7	0	0	0	0.0	6	3	9	5.6
75 or Older	6	5	11	8.1	0	0	0	0.0	6	5	11	6.8
TOTAL	99	36	135	100.0	26	1	27	100.0	125	37	162	100.0

Note: Three additional people were killed in motor vehicle crashes in Illinois in 2008. Those three people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 62.8 percent of all fatalities in 2008. Driver fatalities decreased by 14.6 percent from 2007 to 2008.

Passengers represent 21.4 percent of the total number of fatalities in 2008.

Pedestrians account for 12.9 percent of all fatalities. They decreased by 21.5 percent from 2007 to 2008.

Pedalcyclists, which account for 2.6 percent of all fatalities, increased by 50.0 percent from 2007 to 2008.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	243	107	350
Safety Belt Used	240	75	315
Child Restraint Used	0	6	6
Safety Belt Used Improperly	0	0	0
Child Restraint Used Improperly	0	3	3
Unknown	42	18	60
TOTAL	525	209	734

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	0	2	3	8	53	284
Safety Belt Used	0	0	0	2	45	268
Child Restraint Used	5	0	1	0	0	0
Safety Belt Used Improperly	0	0	0	0	0	0
Child Restraint Used Improperly	3	0	0	0	0	0
Unknown	1	0	0	0	10	49
TOTAL	9	2	4	10	108	601

Excludes buses, motorcycles, and miscellaneous vehicles.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	1	1	3	2	4	3
<i>Percent</i>	0.2	0.3	0.4	0.7	0.3	0.5
16	9	5	3	2	12	7
<i>Percent</i>	1.4	1.4	0.4	0.7	0.8	1.1
17	16	11	6	3	22	14
<i>Percent</i>	2.6	3.1	0.7	1.0	1.5	2.1
18	17	12	17	6	34	18
<i>Percent</i>	2.7	3.4	2.1	2.0	2.4	2.7
19	16	10	18	11	34	21
<i>Percent</i>	2.6	2.8	2.2	3.7	2.4	3.2
20-24	88	54	110	44	198	98
<i>Percent</i>	14.1	15.1	13.6	14.8	13.8	15.0
25-34	112	55	185	63	297	118
<i>Percent</i>	17.9	15.4	22.8	21.1	20.7	18.0
35-44	104	55	138	48	242	103
<i>Percent</i>	16.7	15.4	17.0	16.1	16.9	15.7
45-54	111	67	146	45	257	112
<i>Percent</i>	17.8	18.8	18.0	15.1	17.9	17.1
55-64	72	39	69	26	141	65
<i>Percent</i>	11.5	10.9	8.5	8.7	9.8	9.9
65-74	35	22	36	16	71	38
<i>Percent</i>	5.6	6.2	4.4	5.4	4.9	5.8
75 or Older	41	26	52	32	93	58
<i>Percent</i>	6.6	7.3	6.4	10.7	6.5	8.9
Unknown	2	0	28	0	30	0
<i>Percent</i>	0.3	0.0	3.5	0.0	2.1	0.0
TOTAL	624	357	811	298	1,435	655
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2008, 54.5 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 16-24 age group. This age group accounts for 23.4 percent of the drivers involved in rural fatal crashes and 19.0 percent of the drivers involved in urban fatal crashes.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

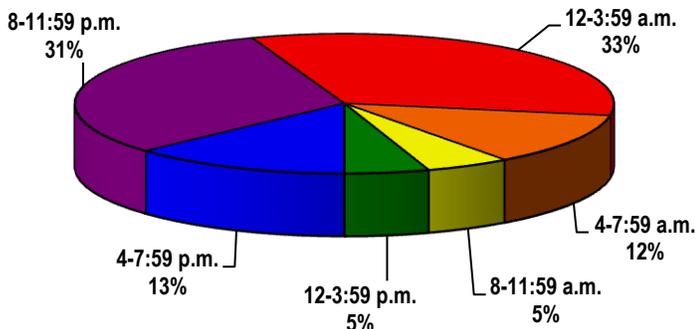
Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	3	0	0	0	3	0	3
16-20	41	7	15	7	70	11	81
21-24	31	1	24	16	72	5	77
25-34	43	12	38	18	111	7	118
35-44	43	2	23	27	95	8	103
45-54	59	7	21	14	101	11	112
55-64	39	3	7	10	59	6	65
65-74	26	1	2	1	30	8	38
75 or Older	42	1	0	0	43	15	58
TOTAL	327	34	130	93	584	71	655

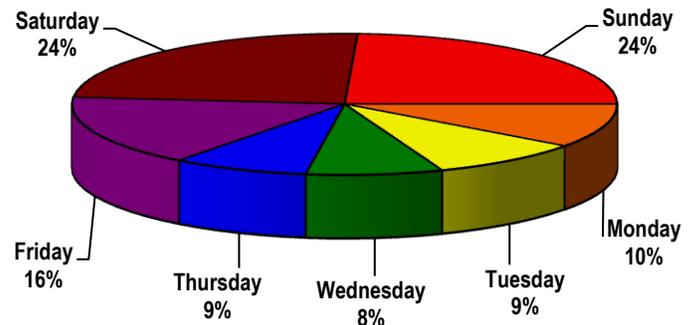
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2008.

TIME OF DAY



DAY OF WEEK



2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Crashes During the Holidays Total and Alcohol-Related*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES		FATALITIES			
		Alcohol-Related*	Total	Alcohol-Related*	Total		
Memorial Day 6:00 p.m. on 05/23/08 - Midnight on 05/26/08	3.25	4	of 57.1%	7	4	of 50.0%	8
Fourth of July 6:00 p.m. on 07/03/08 - Midnight on 07/06/08	3.25	9	of 69.2%	13	11	of 73.3%	15
Labor Day 6:00 p.m. on 08/29/08 - Midnight on 09/01/08	3.25	7	of 58.3%	12	10	of 66.7%	15
Thanksgiving 6:00 p.m. on 11/26/08 - Midnight on 11/30/08	4.25	3	of 37.5%	8	4	of 44.4%	9
Christmas 6:00 p.m. on 12/24/08 - Midnight on 12/28/08	4.25	2	of 28.6%	7	2	of 25.0%	8
New Year's 6:00 p.m. on 12/31/08 - Midnight on 01/04/09	4.25	3	of 30.0%	10	3	of 30.0%	10

* Fatal crashes or fatalities resulting from crashes in which a driver had a Blood Alcohol Concentration (BAC) of 0.01 or greater.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Teen Fatalities by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT OF NON-MOTOR VEHICLE	
16	7	2	1	0	0	10
17	14	5	1	0	0	20
18	18	6	4	1	1	30
19	21	12	0	0	0	33
TOTAL	60	25	6	1	1	93

Teen Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	OVER 0.20			
16	5	0	0	0	5	2	7
17	10	2	0	0	12	2	14
18	7	1	4	2	14	4	18
19	10	1	7	1	19	2	21
TOTAL	32	4	11	3	50	10	60

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	137	Fatal Pedalcycle Crashes	28
Pedestrians Killed	135	Pedalcyclists Killed	27

PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

BAC TEST RESULTS						
AGE	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
Pedestrians						
4 or Younger	1	0	0	0	1	2
5-9	3	0	0	0	4	7
10-15	4	0	0	0	3	7
16-20	7	0	0	1	0	8
21-24	4	0	2	0	2	8
25-34	8	1	3	5	2	19
35-44	10	1	7	8	4	30
45-54	11	3	2	6	2	24
55-64	7	0	1	2	0	10
65-74	5	0	1	1	2	9
75 or Older	8	0	0	0	3	11
TOTAL	68	5	16	23	23	135
Pedalcyclists						
4 or Younger	1	0	0	0	0	1
5-9	0	0	0	0	1	1
10-15	2	0	0	0	2	4
16-20	1	0	0	0	0	1
21-24	2	0	1	0	0	3
25-34	1	1	0	0	0	2
35-44	1	0	0	1	0	2
45-54	3	1	1	1	2	8
55-64	4	1	0	0	0	5
65-74	0	0	0	0	0	0
75 or Older	0	0	0	0	0	0
TOTAL	15	3	2	2	5	27

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Motorcycle Crashes

PERSONS KILLED BY TYPE OF ROADWAY

Fatal Crashes	130
Motorcyclists Killed	135
Non-Motorcyclists Killed	5

URBAN	
State Routes	22
Interstate Type Roads	8
City Streets and Roads	27
Unmarked State Routes	15
Urban Total	72
RURAL	
State Routes	36
Interstate Type Roads	0
County and Local Roads	28
Unmarked State Routes	4
Rural Total	68

MOTORCYCLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
9 or Younger	0	0	0	0	0	0	0
10-15	0	0	0	0	0	0	0
16-20	3	0	0	0	0	0	3
21-24	5	0	5	1	0	0	11
25-34	13	5	5	2	3	3	28
35-44	13	1	8	5	3	3	30
45 or Older	21	7	10	4	9	9	51
TOTAL	55	13	28	12	15	15	123

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 10.5 percent of all fatal crashes and 11.0 percent of all fatalities for the year.

52.2 percent of these fatalities occurred on urban roadways, while 47.8 percent occurred on rural roadways.

Fatal Crashes	100
Persons Killed	115

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	16
Interstate Type Roads	30
City Streets and Roads	7
Unmarked State Routes	7
Urban Total	60
RURAL	
State Routes	38
Interstate Type Roads	11
County and Local Roads	3
Unmarked State Routes	3
Rural Total	55

TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	3	1
25-34	15	1
35-44	22	0
45-54	40	0
55-64	17	0
65 or Older	9	2
Unknown	2	0
TOTAL	108	4

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes involving trains account for 1.4 percent of all fatal crashes for 2008. Fatalities resulting from train crashes account for 1.3 percent of all fatalities.

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	5
Other RR Crossing Device	8
Warning Sign	0
Stop Sign/Flasher	1
No Control	0
TOTAL	14

Fatal Crashes	13
Persons Killed	14

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	0
City Streets and Roads	5
Unmarked State Routes	2
Urban Total	7
RURAL	
State Routes	0
County and Local Roads	7
Unmarked State Routes	0
Rural Total	7

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	0	0	0	0	0
16-20	1	0	0	0	0	0	1
21-24	1	0	0	0	0	0	1
25-34	1	0	0	0	0	0	1
35-44	1	0	0	0	0	0	1
45-54	1	0	0	0	0	1	2
55-64	2	0	0	0	0	1	3
65-74	0	0	0	0	0	0	0
75 or Older	2	1	0	0	0	0	3
TOTAL	9	1	0	0	0	2	12

2008 Fatal Crash Data

Refer to note on page 29 for definition of data included.

Fatal Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

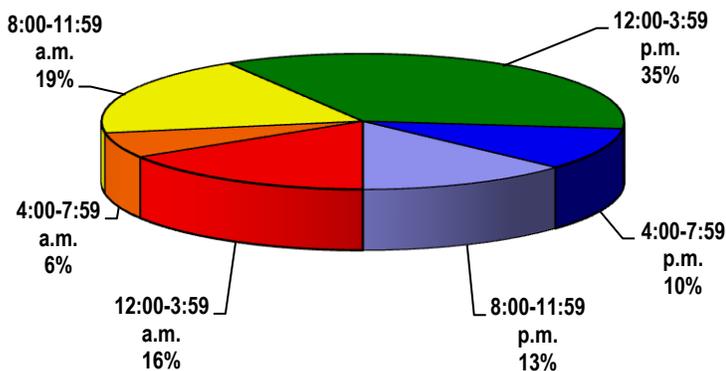
Fatal Crashes	31
Persons Killed	31
Drivers	21
Passengers	7
Workers	2
Pedestrians	1

FATAL CRASHES BY TYPE OF ROADWAY

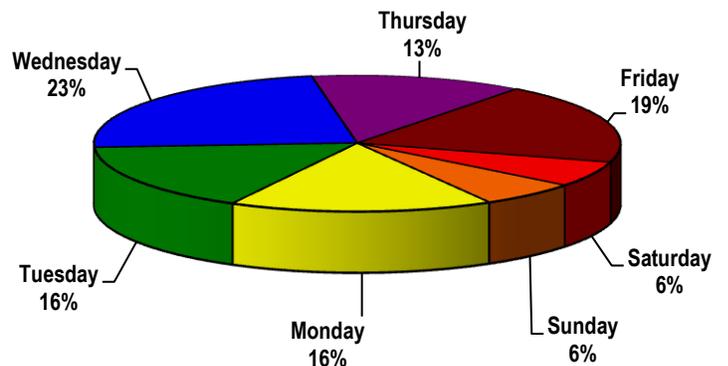
URBAN	
State Routes	4
Interstate Type Roads	14
City Streets and Roads	2
Unmarked State Routes	2
Urban Total	22
RURAL	
State Routes	2
Interstate Type Roads	1
County and Local Roads	6
Unmarked State Routes	0
Rural Total	9

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



Appendix and Glossary

Appendix

Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at age 21 for males and 18 for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Crash reporting threshold increased to damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child safety seat and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law is a primary offense.
January	1986	Color-coded driver's license established to distinguish between drivers under 21 years of age and drivers 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.

Illinois Traffic-Related Key Events

January	1992	Crash reporting threshold increased to damage in excess of \$500 (previously \$250).
April	1992	Commercial driver's license required if operating a Class A or Class B vehicle.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Minimum fine for speeding in construction or school zones doubled (to \$150).
August	1995	Penalties increased for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash are reportable to law enforcement for the purpose of determining alcohol and/or drug content.
July	1997	Illegal per se lowered to 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems lose the school bus driver permit.
January	1998	Graduated Driver's License established for drivers under 21 years of age.
January	1999	Use of ignition interlock devices established as a regular option for the sanction of certain repeat DUI offenders.
August	2001	Penalties increased for repeat DUI offenders. Installation of ignition interlock devices became mandatory in all vehicles owned by a person committing a second or subsequent DUI offense.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under age 16 in the vehicle.
August	2001	Penalties increased for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Penalties also increased for persons convicted of driving while the license has been suspended or revoked as the result of DUI, leaving the scene of a crash resulting in injury or death, reckless homicide, or failure to submit to chemical testing.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	"Scott's Law" enacted, requiring drivers approaching a stationary authorized emergency vehicle displaying flashing warning lights to yield the right-of-way by making a lane change if safe to do so, or otherwise reduce speed and proceed with caution. Included fines and possible license suspension for failure to do so.
January	2002	Minimum fine for second and subsequent speed limit violations in highway work zones or school zones doubled (to \$300).

Appendix

Illinois Traffic-Related Key Events

January	2003	“Scott’s Law” extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to \$10,000. Driving under the influence while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.
January	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving on a revoked or suspended license that has been revoked or suspended as the result of a conviction for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	No person may drive a bus for any school-related activity without a valid school bus permit.
July	2003	Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to provide that the vehicle of a person who operates a vehicle without a license and insurance and causes death or personal injury to another person is subject to seizure and forfeiture.
January	2004	Persons under age 18 who obtain a Graduated Driver’s License may not drive during the first 6 months of the license, or until the person reaches age 18, with more than one person under age 20 in the vehicle (siblings, step-siblings, children, and step-children excluded).
June	2004	Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.
August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement in construction and maintenance zones through the use of photographs or other recorded images.
August	2004	Fines and other penalties for speeding in a construction/work zone increased. Surcharges to hire back off-duty State Police officers also increased. For a second or subsequent conviction for speeding in a work zone, offender’s driving privileges are suspended for 90 days.
January	2005	Penalties increased for persons who leave the scene of a crash involving personal injury or death. A person leaving the scene must report the crash at a police station or sheriff’s office within ½ hour of the crash (previously one hour).
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Vehicle registration application or renewal must include the liability insurance policy number, expiration date, and name of insurer.

Illinois Traffic-Related Key Events

January	2005	Reckless driving and aggravated reckless driving expanded to include using an incline in a roadway (such as railroad crossing, bridge approach, hill) while driving a vehicle to cause the vehicle to become airborne. If as a result an individual is unintentionally killed, it is a reckless homicide. If two or more are killed, it is a Class 2 felony.
July	2005	Persons under age 18 who have an instruction permit or Graduated Driver's License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.
May	2006	Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.
June	2006	Graduated Driver's License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.
January	2007	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in construction zones may not be used to record vehicle speeds to enforce any law.
January	2007	Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.
July	2007	Persons convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a \$100 reinstatement fee is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.
July	2007	Driver's license cancellation for persons age 18 or younger who fail to attend school or are habitually truant.
August	2007	Illinois Liquor Control Act amended to disallow parents/guardians to knowingly permit the consumption of alcohol by underage invitees at their residence. If violation leads directly or indirectly to great bodily harm or death of any person, violation is a Class 4 felony (previously Class A misdemeanor).
January	2008	Persons under age 21 who receive court supervision for transfer, possession, or consumption of alcohol are subject to a 3-month driver's license suspension.
January	2008	Graduated Driver's License provisions strengthened. Person must have learner's permit for at least 9 months (previously 3 months) before GDL is issued. Persons holding a GDL may not drive during the first year (previously 6 months), or until reaching age 18, with more than one person under age 20 in the vehicle. Persons under age 19 (previously 18) may not use a wireless phone while driving except for emergency purposes.
January	2008	The Secretary of State may allow, without fee, the parent or guardian of a person under age 18 who has a Graduated Driver's License or instruction permit to view the person's driving record online through a computer connection.

Appendix

Illinois Traffic-Related Key Events

January	2008	Child Passenger Protection Act strengthened to require any driver transporting a child to restrain the child in a child passenger restraint system (previously required a driver who was not the parent or guardian to restrain the child only if restraint was provided by the parent or guardian). Any person transporting a child under age 8 in a truck or truck tractor equipped with safety belts is required to restrain the child in the appropriate child restraint.
January	2008	A driver of a vehicle overtaking a bicycle or individual proceeding in the same direction on a highway must maintain at least 3 feet between the vehicle and the bicycle or individual when passing (previously distance was not specified).
January	2008	A driver involved in an injury crash who fails to stop at or as close to the scene as possible or report to a nearby police station or sheriff's office as soon as possible is guilty of a Class 2 felony (previously Class 3 felony). For fatality, person is guilty of a Class 1 felony (previously Class 2 felony).
June	2008	Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.
August	2008	Persons convicted of a second violation of driving with a suspended or revoked license are guilty of a Class 4 felony and shall serve a minimum of 30 days imprisonment or 300 hours community service, if original revocation or suspension was for DUI or leaving the scene.
August	2008	A wine bottle that has been opened but resealed for removal and transportation from a restaurant must be transported in the trunk of the vehicle or behind the last upright seat of a vehicle with no trunk (previously allowed transportation of resealed bottle in passenger compartment).
January	2009	First-time DUI offenders who wish to drive during the statutory summary suspension period must have a Breath Alcohol Ignition Interlock Device installed on the vehicle and a Monitoring Device Driving Permit. Offenders who decline to obtain a MDDP and BAID and are caught driving during license suspension are guilty of a Class 4 felony. Commercial vehicle drivers are not eligible for a MDDP to operate a commercial vehicle during the suspension period.
January	2009	Crash reporting threshold increased to damage in excess of \$1,500 when <u>all</u> drivers are insured. If any driver is uninsured and there is damage over \$500 to any one person's property, all drivers must report.
January	2009	"Scott's Law" amended to allow suspension or revocation of a person's driving privileges for failing to yield the right-of-way or reduce speed for a stationary authorized emergency vehicle, if the violation resulted in another person's death or injury or in damage to another person's property.
January	2009	Criminal Code amended to allow a judge or jury to infer that a defendant's act was reckless homicide and a Class 2 felony if the defendant also violated Scott's Law pertaining to yielding the right-of-way to a stationary authorized emergency vehicle.
January	2009	Persons who enter a rail grade crossing and obstruct passage of other vehicles, pedestrians, train or railroad equipment shall have driving privileges suspended, in addition to \$500 fine or 50 hours community service.
January	2009	School bus drivers must open the service door and driver's window of the bus before crossing railroad tracks.

Motorcycle Helmet Usage in Illinois June 2009 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2009 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included interstate highways, freeways, county roads, state highways and a random sample of residential streets within selected areas.

There were 1,186 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 32.1 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,186	32.1%
Regions		
City of Chicago (46)	30	33.3%
Cook County (40) (excluding Chicago)	27	48.1%
Collar Counties (118)	806	31.8%
Downstate (54)	323	31.6%
Road Type		
Residential (190)	423	30.0%
U.S./Illinois Highways (40)	369	30.1%
Interstate Highways (28)	394	36.3%
Day of Week		
Weekends (115)	987	29.4%
Weekdays (143)	199	45.7%

Note: The number in () indicates the number of survey sites.

Appendix

Safety Belt Usage in Illinois 2009 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2009 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways, freeways, county roads, state highways, and a random sample of residential streets within selected areas.

There were 126,680 front seat occupants observed during the June 2009 observational survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

SAFETY BELT USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	126,680	91.7%
Regions		
City of Chicago (46)	21,990	86.8%
Cook County (40)	15,494	90.2%
(excluding Chicago)		
Collar Counties (118)	63,706	93.1%
Downstate (54)	25,490	93.0%
Road Type		
Residential (190)	70,577	89.9%
U.S./Illinois Highways (40)	21,848	91.3%
Interstate Highways (28)	34,255	95.3%
Day Of Week		
Weekends (115)	61,772	92.9%
Weekdays (143)	64,908	90.3%

Safety Belt Usage in Illinois 2009 Observational Survey Results

HISTORICAL TRENDS

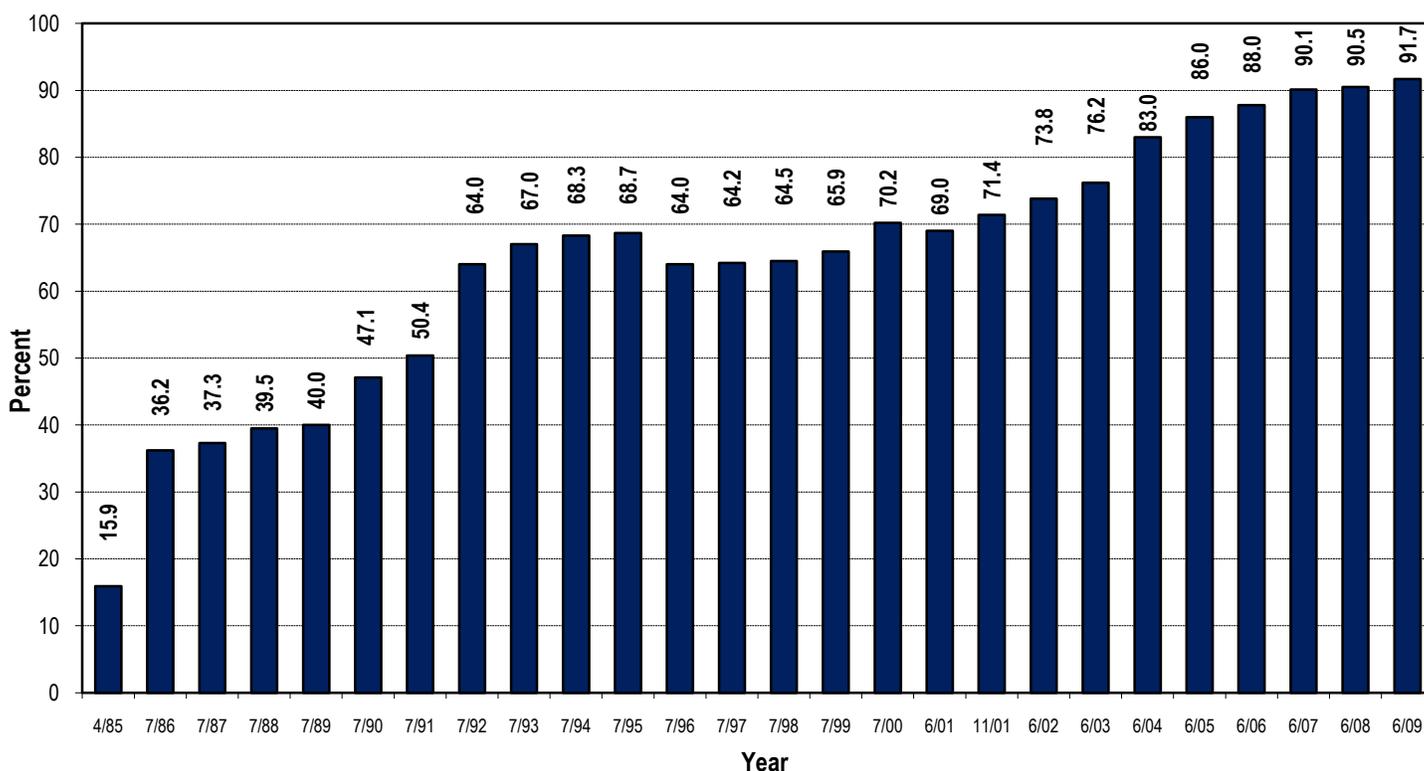
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since the first survey was conducted in April 1985, the safety belt usage rate has increased almost 76 percentage points, peaking at 91.7 percent in June 2009.

On July 3, 2003, the primary safety belt legislation was signed into law (Public Act 93-099), taking effect immediately. Under this law, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2009 include occupants of pickup trucks, which tend to have lower usage rates.

Appendix

Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245, or by visiting our website at www.dot.il.gov.

Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.

Occupant Restraint Survey Information

(217) 785-8905

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

Commercial Vehicle Safety

(217) 785-1182

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

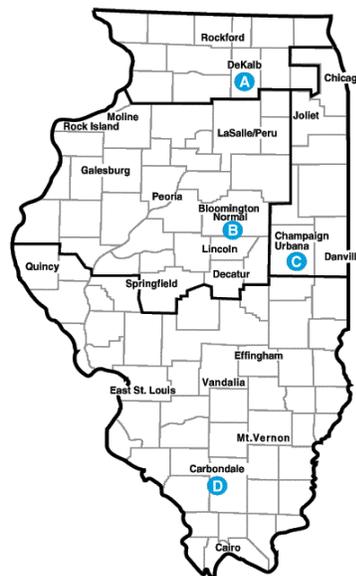
Cycle Rider Safety Training Program*

A. Northern Illinois University

Motorcycle Safety Project
Division of Continuing Education
DeKalb, IL 60115-2854
(800) 892-9607
(815) 753-1683
www.outreach.niu.edu/mcycle/

B. Illinois State University

Motorcycle Safety Education
Campus Box 5221, 411 W. Willow
Normal, IL 61790-5221
(800) 322-7619
(309) 438-2352
www.motorcyclesafety.ilstu.edu/



C. University of Illinois

Motorcycle Rider Program
#4 Gerty Drive
Mail Code 678
Champaign, IL 61820
(800) 252-3348
(217) 333-7856
www.mrp.uiuc.edu

D. Southern Illinois University Carbondale

Motorcycle Rider Program
Safety Center-Mail Code 6731
1435 Douglas Drive
Carbondale, IL 62901
(800) 642-9589
(618) 453-2877
www.siu.edu/~cycle

*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at www.dot.il.gov.

BLOOD ALCOHOL CONCENTRATION (BAC)

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

CRASH

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500. (This amount was amended on January 1, 2009).

DRIVER

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

FARS (Fatality Analysis Reporting System)

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

FATALITY VS. FATAL CRASH

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

INJURY CRASH

Any motor vehicle crash that results in one or more non-fatal injuries.

“A” INJURY (incapacitating injury)

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

“B” INJURY (nonincapacitating injury)

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

“C” INJURY (possible injury)

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

Fatalities per 100 million vehicle miles of travel (VMT).

MOTORCYCLIST

Any occupant, either operator (driver) or passenger, of a motorcycle.

PEDALCYCLIST

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

PEDESTRIAN

Any person who is not in or on a vehicle.

SENIOR DRIVER

Any driver who is 65 years of age or older.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

Determined by location only. These are the crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas.

YOUNG DRIVER

Any driver who is between the ages of 16 and 20, inclusive.

